

CALIFORNIA HIGH-SPEED RAIL AUTHORITY MEETING MINUTES

**August 19, 1998
San Diego Association of Governments
San Diego, CA**

OPENING REMARKS

Vice Chairman Graveline called the meeting to order and welcomed the public to the meeting. He turned the meeting over to Chairman Tennenbaum to introduce a newly appointed Member to the Authority. Chairman Tennenbaum welcomed and introduced William (Bill) Leonard as the new appointment, by the Governor, to the Authority. The Chairman stated that Member Leonard is an entrepreneur from San Bernardino, he has served on the Airspace Advisory Commission as well as being the Chairman for the Highway Commission and the California Transportation Commission. Chairman Tennenbaum handed the meeting over to Vice-Chairman Graveline.

JULY 15TH - MEETING MINUTE APPROVAL

Member Epstein moved to approve the July 15th meeting minutes. Member Stapleton seconded and the minutes were unanimously approved.

SWEARING IN OF THE EXECUTIVE DIRECTOR

Vice-Chairman Graveline swore in Mehdi Morshed as the Executive Director of the California High Speed Rail Authority.

EXECUTIVE DIRECTOR REPORT:

Sole Source - The request for the Sole Source contract with Charles River Associates has been submitted to the Department of General Services for review and approval.

Office Location - We are in the process of finalizing the lease for office space in Sacramento. We will be residing at 925 L Street, Suite 1425 as of September 1. We are finalizing the selection of office space in Southern California.

Staffing - Dan Leavitt will be taking over as the Deputy Director in Southern California. Additionally we are in the process of negotiating to bring in another Deputy Director for the Sacramento office.

Next Meeting - The October meeting will be conducted in the San Francisco/Bay Area.

Member Epstein inquired as to the time of the next meeting in Fresno. Vice-Chairman Graveline stated that CTC member Octavia Dainer has extended an invitation to the Authority for a reception the night preceding the meeting in Fresno. Therefore the meeting on September 16th could begin fairly early in the morning. Mr. Morshed stated that as a rule the staff will try to start the meetings around 10:00 a.m.. Member Epstein requested that the staff try to schedule the meetings to start earlier in the day, possibly around 9:00 a.m.. Mr. Morshed stated that the staff will try to schedule the meetings accordingly.

DISCUSSION AND DIRECTION IN CREATING AN ADVISORY BOARD:

Vice Chairman Graveline handed the discussion over to Chairman Tennenbaum. Chairman Tennenbaum stated that a number of people throughout the State whose influence and position are important to harness in connection with the HSR project. Therefore, the Authority would like to form an advisory board that would include these individuals. Not only would these individuals endorse the HSR project as something good for the future of California but they will also have comments on record regarding the project. The Chairman requested names of such individuals be given to the Executive Director. He stated that the Authority is looking for leaders in the business community and government, in the environmental community and labor, anyone that by nature of their standing will lend credibility to the project.

APPROVAL OF THE COMPREHENSIVE STATEWIDE PASSENGER RAIL PLAN CONTRACT:

Vice-Chairman Graveline stated the sub-committee of Members Fowler, Stapleton and Morshed were monitoring the evaluation process for the Corridor Evaluation contract. Member Fowler was asked to discuss the results of Request for Proposal(RFP) evaluation and selection process. Member Fowler stated that he and Members Stapleton and Morshed were not part of the evaluation team, however they closely monitored the entire process. Member Fowler stated that the evaluation team consisted of Steve Schnaidt from Senate Transportation Committee, Warren Weber from Caltrans Division of Rail, John Barna from Business, Transportation and Housing Agency, and Dan Leavitt, Interim Executive Director. Member Fowler explained that he and Members Stapleton and Morshed received copies of all of the proposals for review. Member Fowler stated that he and Members Stapleton and Morshed agreed with the recommendation of the evaluation team to award the Corridor Evaluation Contract to Parsons Brinkerhoff Quade and Douglas, Inc..

Vice Chairman Graveline recited the following resolution:

- **Proposed Resolution 8-1:** Resolved, that the Corridor Evaluation contract, as described in Request for Proposal HSR-98004, is awarded to the Parsons Brinkerhoff team, subject to the provisions of the Public Contract Code. Staff is directed and authorized to comply with all procedural requirements and to submit the contract to the Department of General Service for final approval in the manner provided by law.

Member Fowler moved to approve the contract with Parsons Brinkerhoff Quade and Douglas, Inc.. Member Stapleton seconded the motion and the contract was unanimously approved. Member Epstein stated he would like the minutes to reflect that he abstained from the vote.

APPROVAL OF THE DETAILED FINANCIAL PLAN CONTRACT:

Vice-Chairman Graveline stated the sub-committee of Chairman Tennenbaum was monitoring the evaluation process for the Detailed Financial Plan contract. Member Tennenbaum stated that the Authority received five proposals. In the review process of the technical proposals three teams were selected to participate in the oral interviews. Chairman Tennenbaum stated that he monitored the entire evaluation process and the evaluation team consisted of John Barna from Business, Transportation and Housing Agency, Susan Dona from Caltrans, and Dan Leavitt, Interim Executive Director. Chairman Tennenbaum stated that he agrees with the recommendation of the evaluation team to award the Detailed Financial Plan Contract to Public Financial Management, Inc.

Vice Chairman Graveline recited the following resolution:

- **Proposed Resolution 8-2:** Resolved, that the Detailed Financial Plan contract, as described in Request for Proposal HSR-98005, is awarded to the Public Financial Management, Inc. team, subject to the provisions of the Public Contract Code. Staff is directed and authorized to comply with all procedural requirements and to submit the contract to the Department of General Service for final approval in the manner provided by law.

Chairman Tennenbaum moved to approve the contract with Public Financial Management, Inc.. Member Fowler seconded the motion and the contract was unanimously approved.

PRESENTATION OF STATEWIDE PASSENGER RAIL PLAN TEAM WORKPLAN

ART BAUER - ARTHUR BAUER AND ASSOCIATES, INC. & NORM STEINMAN - KATS OKITSU & ASSOCIATES

Mr. Bauer introduced the team members: Norm Steinman, John Dyer, Walter Gillfillan, and Mark Watts. Mr. Bauer stated that the plan should reflect a total transportation system, to reflect a seamless travel experience. Mr. Bauer discussed the future population growth and the demands this will have on the California transportation system. Mr. Bauer presented an overview of the work tasks included in their proposal; 1) Review and assess the current intercity passenger rail operations and plans, 2) Define purpose and elements for the California Comprehensive Statewide Passenger Rail Plan, 3) Develop linkages to and from the high speed rail system, 4) Assess plan options, and 5) Prepare the comprehensive plan. Mr. Steinman discussed the creation of estimates and forecasts of ridership demands on the various options they will be preparing. Member Leonard asked what the timeline was for a draft of the plan. Mr. Bauer stated by the October meeting they will be close to completing the first task and will have started task two. Member Leonard stated that the Authority should have the basic plan in good detail by the first of the year to be of use for the Authority especially as it relates to federal funding. Member Fowler stated the product that comes out of the Corridor Evaluation team is fed into the Comprehensive rail plan and visa versa. Member Fowler asked whether or not Mr. Bauer had seen any plans in either Europe and Asia that capture what the Authority is trying to do, the blending the various levels of rail, high speed and commuter, etc.. Mr. Bauer stated that in France the TGV system has been designed very flexibly to operate at high speed configuration and convert to a more moderate speed. Additionally the intermodal facilities, stations in Paris, have urban and metropolitan commuter rail systems. Mr. Bauer went on to state that there are systems that the Authority should observe and see how it will translate into the California system. Chairman Tennenbaum stated that the comments by Member Leonard are very important, and that next spring is when we need to get to the Federal government to get the financial support. The Chairman stated that he has asked Member Leonard to be the Governmental liaison. The Chairman added that the Authority has two general directions, the sooner the direction is selected the better. One is that we will go into the core cities with the terminals, which has been the notion. The other is suburban transfer stations into a commuter rail system that might be part of the overall plan and financing. He stated a great amount of the cost will be the inner city structure which will not have very straight road beds and in some sense you will be overlapping with existing systems. The Chairman stated that he is curious to see if it is acceptable to the future patrons to have suburban transfer stations and what the trade off in cost is and the extent to which it would really compliment the creation of the urban system to be part of the HSR network. Mr. Bauer's presentation is available upon request.

PRESENTATION OF PUBLIC OUTREACH PLAN

TOWNSEND, RAIMUNDO, BESLER & USHER

Mr. Besler and Ms. Deutschman discussed the preliminary survey findings results. Mr. Besler stated that based on the results that slightly less than 40% had heard about high-speed rail, however this is based on the notion of HSR being 100 mph. Once explained that in fact the HSR system would travel at speeds in excess of 200 mph and described the route, over ¾ support the project. The survey demonstrated that HSR is seen as an alternative for commuting and long-distance auto travel. Additionally it is environmentally sensitive to auto and air travel. The popular routes are between L.A. and the Bay Area, with strong support among Central Valley to San Francisco commuters. There is considerable interest in improving rail service along the coast. An important research finding is the public's interest in having the private sector involvement in both building and operating the system. The key preliminary survey findings are: 1) Californians are favorable to high-speed rail once they are made aware of its capacity, 2) High-speed rail has great potential as a commuter conveyance and should be connected with other transportation modes, and 3) Private sector participation and responsibility is essential.

Mr. Besler presented the schedule for the focus groups for the month of September and discussed the status of the letterhead and brochure, construction of the Web site, development of information kit, scheduling of local briefing meetings and organizing the stakeholder database. Member Fowler asked if there is a shortfall of interest after polling out past the year 2020. Mr. Besler stated that they have not specifically asked the participants about numbers beyond twenty years. Based on previous polling experiences the general public has a difficult time relating to numbers beyond twenty years. Member Bates noted that no focus groups are scheduled in the Bay Area. Mr. Besler stated that they have focused on communities that are on the cusp, but they will be scheduling focus groups in the San Francisco and Oakland area in the coming months. Member Epstein stated that the outreach team needs to present to the focus groups what the diminished capacity of transportation does to the normal life of every individual, the people of the State of California need to know what they are going to come up against when the population reaches 50 million people with the same transportation facilities we have today. Mr. Besler's presentation is available upon request.

Presentations from Local/Regional Transportation Agencies:

JULIANNE NYGAARD, SOUTHERN CALIFORNIA INTERCITY RAIL

Ms. Nygaard welcomed the Authority to San Diego. She addressed transportation issues faced by the Amtrak/San Diego, the Coaster Train and the Metro Link. Ms. Nygaard stated that nine southern California counties completed an evaluation on how to better coordinate all of the commuter services to provide better service for the consumers. The study recommends that the service remain with Amtrak, however the group will officially become a joint powers agency at the end of the month and will play a major role along with the state to coordinate the commuter service. Ms. Nygaard stated that they are looking forward to the development of high speed rail in the area and are anxious to see the results of the Comprehensive Statewide Passenger Rail Plan.

LEE HULTGREN, SANDAG

Mr. Hultgren welcomed the Authority to San Diego. He stated that SANDAG is regional planning and decision making body for the greater San Diego area. The board is looking forward to be involved in the high-speed rail program and support the I-15 corridor. SANDAG, two transit boards, and Caltrans are currently working on a study of the I-15 corridor. The study is looking at short and mid-range solutions involving spot widen of I-15, HOV lanes, and managed lanes. Mr. Hultgren discussed the preparation of the long range transportation plan. He stated that the plan is a comprehensive document that reflects all of the regions transportation plans for the next 20 years. The plan is based on the changes that have occurred since the last plan was adopted and the results of corridor studies, based on these elements they will base the design of the plan and the funding.

GARY GALLEGOS, CALTRANS

Mr. Gallegos thanked the Authority for including San Diego in the high-speed rail alignment. Mr. Gallegos stated that the I-15 corridor is one of the fastest growing corridors in San Diego with the volume growing from 150,000 vehicles a day 10 years ago to 250,000 today, thus making it one of the most congested corridors in the area. He reviewed what is being done to relieve congestion on I-15 in the short, and mid-range term. He concluded by stating that Caltrans is looking forward to working with the Authority on the HSR project.

DAVID JOHNSON, BARBARA WARDEN'S OFFICE

Mr. Johnson welcomed the Authority to San Diego. Mr. Johnson discussed the I-15 corridor congestion and the efforts being done to alleviate the problem. He added all of these projects will impact the planning of any rail system, especially in respect to the limited amount of right-of-way. He added that Barbara Warden's office is available at anytime to assist the Authority.

KENT TRIMBLE, GREATER SAN DIEGO CHAMBER OF COMMERCE

Mr. Trimble welcomed the Authority to San Diego. He stated that the Chamber of Commerce is involved in transportation issues through the financing and planning, as a result the Chamber has become partners with the local transportation representatives (SANDAG, Caltrans, regional and city entities). They have assisted in getting additional transportation funds, and worked in a combined effort in the last STIP to get additional monies for the region. The Chamber would like to assist the Authority in the planning process of the HSR system.

THOMAS LARWIN, MTDB

Mr. Larwin welcomed the Authority to San Diego. He stated the MTDB and NSDCTB are working together along with SANDAG and Caltrans on a Major Investment Study (MIS) that includes the I-15 corridor and is in the process of developing medium and long-term plans for the corridor. He discussed the current transportation issues in the San Diego Metropolitan area. Mr. Larwin's presentation materials available upon request.

THELLA BOWENS, PORT OF SAN DIEGO

Ms. Bowens thanked the Authority for including the Port of San Diego Airport Master Plan process in the high speed rail. Part of the Master plan includes the review of various mass transit accesses to the airport. The master plan was started in 1997 and is currently at the half-way mark it is designed to look at the demand for air transportation for the San Diego region. She stated the Port of San Diego is looking forward to assisting the Authority in their planning efforts.

Deputy Executive Director, Dan Leavitt thanked all of the speakers and Member Fowler for setting up all of the presenters. Vice-Chairman Graveline acknowledged Mary Bergland, present member of the CTC and former Chair, and Ken Kevorkian former member of CTC and Chair in attendance at the meeting.

PUBLIC COMMENT:

BILL DOUGHERTY, REGIONAL TRANSIT ADVISORY COMMITTEE - Mr. Dougherty stated that thirty years ago he was the assistant program manager of the team that did the studies for the high speed ground transportation for the North East Corridor which recommended MagLev to the Department of Transportation. He stated that he did not understand the reason why MagLev technology has not been embraced by the transportation community. He strongly supports MagLev technology.

TIMOTHY L. SMITH - BROTHERHOOD OF LOCOMOTIVE ENGINEERS - Mr. Smith stated that the he and his organization offer their assistance to the Authority.

MEMBER COMMENT:

Mr. Morshed stated that Chairman Tennenbaum would like to formalize the establishment of liaison group to assist the staff in reviewing the work product of the Contractors as wells as provide input and recommendations to the staff and review changes to the scope of work. The liaison group will assist the Executive Director in formulating recommendations to the entire Authority, recognizing that all of the decision making willing remain with the full Authority. The liaison groups are as follows:

Outreach Contract -	Members Bates and Epstein
System Transportation Planning -	Vice Chair Graveline and Member Epstein
Financing Economic and Legal -	Chairman Tennenbaum and Members Florez and Leonard
Corridor Evaluation -	Members Fowler and Stapleton
Government Liaison -	Member Leonard and Stapleton
Personnel Advisory -	Members Bates, Fowler and Stapleton
Public Meetings -	Vice Chairman Graveline

Member Leonard stated that based on the local/regional presentations it has been made clear that the Authority has a great deal of ground to cover and it would be advisable for the staff to contact other rail authority's throughout the state to get their input into the planning of the HSR system.

MEETING ADJOURNED